



MTR CAR COSIP

VON HAMM-YOUNG COMPANY REPORTS BIG DEMAND FOR CARS

New Models Find Favor in Islands—Next Season Promises To Be Brisk

Sales of the von Hamm-Young Co. during the week are divided amongst the Buick, Oakland and Overland cars, the purchasers being R. W. Olsen, a handsome Buick touring car, Model 29, Mr. J. D. Dougherty, an Overland touring car, Model 59, Capt. R. S. Offley, an Oakland 40 Touring car, U. Kuramitsu, an Oakland 30 touring car, the Kauai Garage Co., a Buick touring car, Model 35, and a Buick truck to the Waimea Stables, Kauai.

The Oakland car has rapidly come into the public's eye in the Hawaiian Islands as well as everywhere in the past year. The von Hamm-Young Co. has sold three of these cars during the past two weeks, which is an exceptionally good record for a new make of car to make at this season of the year. The Oakland will certainly make the public sit up and take notice, as it has done all over the States. A branch house is maintained in San Francisco which is kept more fully stocked with cars and parts than any other branch house there. The Oakland people stepped into San Francisco and sold 200 cars in two months, one sale of which was 14 roadsters to the Pacific Hardware & Steel Co. for the use of the salesmen of that concern.

One of the most interesting announcements of the 1913 line of cars was received on the Siberia yesterday, which was information relative to the small touring car which the Overland Co. is to build for the coming year. When it comes to value received, the Overland 1913 car is absolutely without competition in this class of car, and is equipped with top, top boot, rain vision glass front, 450 Warner speedometer, Prestolite tank, and an acetone primer, or self-starter. It has 32x3 1/2 inch tires, and a wheel base of 110 inches. The car is all finished in black and nickel.

The year axes are three-quarter floating and the brakes this year are absolutely perfect, as either brake is guaranteed to stop the car and hold it positively on a 20 per cent grade in either direction. The whole car is finished much more lavishly this year than previous models have been finished, and will be as handsome a car as any \$5000 on the market. This is certainly a big car for little money, and with the wonderful satisfaction which this car has given during the past season the demand will be enormous for the 1913 models.

A demonstrating car of this model is expected on the next boat from San Francisco, and will be on exhibition at all times in the big salesroom of the von Hamm-Young Co., Ltd., 1913 Demand Enormous.

The demand for cars during the season of 1913 will be enormous, and far greater than any previous year, and although the cars seem to be coming out very early, one must order a car in advance in order to secure prompt delivery.

The announcement of the 1913 Kessel Kars has just been received by the von Hamm-Young Co. Includes many new features such as electric self-starting and lighting which is acknowledged as the last equipment in this respect. The new models are characterized by an extra generous wheel base, roomier tonneau, unusually deep seats, refined body construction, and all parts whatsoever refined to the last degree of mechanical perfection.

Turn on an electric switch and the Kessel Kar starts. No possible failure. No extra strains put on the engine. Electric lights of more than twice the candlepower ordinarily used on motor cars.

The new body construction eliminates sharp joints and curves, which, with outbending sides, gives a moulded effect, refined and distinctive. The flexible engine gives the widest possible range of throttle control.

Kessel Fine Road Car. The road capabilities of the Kessel Kar are unsurpassed this year, which

is due to the generous wheel base, large wheels and tires, roomy tonneau, and deep seats and is not equalled in any other car, regardless of reputation or price. One's pleasure in automobiling is strictly limited by the comfort quality of your car. So, on the Kessel Kar's chair for superior comfort, if for nothing else, ride in a Kessel Kar.

The models this year are 30, 40, 50 and 60, h. p. cars, of 4 and 6 cylinders. The 60 h. p. of 4 cylinder type has a motor 4 1/2 x 4 1/2, the motor of the 40 is 4 1/2 x 3 1/2, the 30 h. p. car has a motor of 4 1/2 x 3, and the 6 cylinder car has cylinders of 4 1/2 x 3 1/2. The factory prices of these cars, including electric lights, and electric starters are as follows:

30 h. p. model \$1700.00
40 h. p. model 2000.00
50 h. p. model 2500.00
60 h. p., 6 cylinder model 3150.00

The Kessel Kar should be a big seller this year, with this up-to-date equipment, and these extremely moderate prices. More of these cars are being sold every year, and are exceptionally serviceable for every want.

The Cadillac announcements for 1913 are causing great interest amongst the buying public, as of course everybody looks for the Cadillac announcements before anything else.

CADILLAC GIRL MAKES RECORD

Miss Lura Correll attracted considerable attention in Joplin, Missouri, recently, when she rolled into that city in a Cadillac touring car, holding the wheel herself. Miss Correll, chaplain by her aunt, Mrs. A. C. McDonald, had driven from her home in Canton, Ohio, cross country to Joplin, covering thus 1,200 miles, which is a considerable distance for a young woman to drive. During her tour she touched at Lima, Port Wayne, Champaign, St. Louis and Kansas City. Miss Correll was eight days on the trip and averaged about 102 miles a day. She found the roads in Ohio and Indiana excellent, but struck some very bad stretches in Illinois and Missouri.

Miss Correll had no difficulty whatever on her tour which was so suc-

THE HEN By GEORGE FITCH

THE hen is a small, nervous biped which has solved the problem of being valuable to society without a brain and should, therefore, be a great rebuke to the thousands of young men who are content to roll their own cigarettes while father pays for them.

The hen is distinguished for her lack of sense. She is particularly lacking in common or garden sense. Whenever she gets into a garden she makes a perfect voice and no particular cerebral development back of it, she blunders through life from one peril to another. Ten thousand generations of hens have tried to figure out how to cross a road between the wheels of a vehicle, but not one of them has contributed anything but feathers toward the solution of the problem. There is nothing so appalling as the hen's lack of thought unless possibly it is the sight of the larger female biped who deposits seven bundles on the large of a stamp window, narrows into a two bushel handbag for a dime and then stamps five letters while twenty people wait behind her.

The hen begins life as a chick about the size of a quarter's worth of protected butter. At the age of three months she is a pullet and can be dismembered and fried in bread crumbs and bacon fat with magnificent results. At the age of six months she becomes a pensive and unless closely watched will gather up an old door knob, a harness ring, and a bicycle bell and will set on them all winter with the laudable intent of becoming a mother. Nothing is stronger or more beautiful than the maternal instinct of the hen, and nothing is more detrimental to the cause of cheap living and fresh eggs for the masses.

The hen has no teeth and is compelled to swallow her food whole like a hurried business man. She eats bugs, worms, corn, garden seeds and gravel and welds them all into eggs which she lays cautiously in secluded places and then advertises the fact in a hoarse, enthusiastic voice. She lays these eggs at the rate of one a day when they are worth ten cents a dozen, and at the rate of one a month when they are selling for five cents a piece.

The egg is the triumph of the hen. When she lays eggs, she ceases to

become a nuisance and becomes a national asset, greater than the wheat field or the scion of aristocracy. Billions of ignorant hens with no future to look forward to and no past to be proud of are busy safeguarding the prosperity of America by laying eggs. This should be a precious thought to the humble and diffident citizen who



does not go to the polls and cast his ballot for progress because his efforts will be so small. Let him lay it in the box while millions of other voters are doing the same and great will be the results.

OSBOURNE TAKES SWIM TO PROVE HE IS NOT ILL

SANTA BARBARA, August 7.—Lloyd Osbourne, author, son of Mrs. Robert Louis Stevenson and brother of Mrs. Isabel Strong, who is also a well-known writer, was genuinely surprised today upon reading a news dispatch that he was seriously ill at the home of his mother in Montecito. Just to prove to those interested that he was not ill, Osbourne donned a bathing suit and rushed to the ocean and took a long swim.

"I can't account for such a report," he said, "but I guess some one had just heard of a serious operation performed on me about a year ago."

Osbourne received scores of sympathetic telegrams today from friends throughout the country.

RECKLESS AUTO-DRIVER FINED \$50 AND COSTS

S. Arao, the Japanese chauffeur who was arrested for heedless driving after he had collided with George Wells' auto, containing Colonel Wilder, at Kaipapau gulch, several weeks ago, was fined fifty dollars late yesterday afternoon by Judge Monsarrat. Colonel Wilder was the chief witness for the prosecution at the trial, which extended late into the afternoon.

CASTORIA

for Infants and Children.
Save the Babies.

INFANT MORTALITY is something frightful. We can hardly realize that of all the children born in civilized countries, twenty-two per cent., or nearly one-quarter, die before they reach one year; thirty-seven per cent., or more than one-third, before they are five, and one-half before they are fifteen! We do not hesitate to say that a timely use of Castoria would save a majority of these precious lives. Neither do we hesitate to say that many of these infantile deaths are occasioned by the use of narcotic preparations. Drops, tinctures and soothing syrups sold for children's complaints contain more or less opium, or morphine. They are, in considerable quantities, deadly poisons. In any quantity, they stupefy, retard circulation and lead to congestion, sickness, death. Castoria operates exactly the reverse. It causes the blood to circulate properly, opens the pores of the skin and allays fever.

The signature of *Dr. H. H. Fletcher* guarantees genuine Castoria.

Physicians Recommend Castoria.

"I have used your Castoria in cases of colic in infants and have found it the best medicine of its kind on the market." J. H. Starobin, M. D., Chicago, Ill.

"A medicine so valuable and beneficial for children as your Castoria is certainly the highest praise, and it is in use everywhere." J. S. Alexander, M. D., Omaha, Neb.

"I have used your Castoria on various occasions, in suitable cases and have found it a palatable and efficient laxative, especially in the various diseases of childhood." CHAS. EDWARD GARDNER, M. D., Brooklyn, N. Y.

"Castoria is good for children and I frequently prescribe it, and always obtain the desired result." F. GERALD BLATTNER, M. D., Buffalo, N. Y.

"I have prescribed Castoria to families for several years. It is all right. Mothers like it, for children will take it without any trouble." C. A. Wilson, M. D., St. Louis, Mo.

"Your Castoria is a splendid remedy for children, known the world over. I use it in my practice and have no hesitancy in recommending it for the complaints of infants and children." J. J. BOASMAN, M. D., Kansas City, Mo.

Children Cry for Fletcher's Castoria.

In Use For Over 30 Years.

THE CASTORIA COMPANY, 27 NASSAU STREET, NEW YORK CITY.

SUGAR SUPPLY.

Willett & Gray give the following statistics of the supply of sugar under date of August 1:

Estimated allocations to the United States from Cuba and Porto Rico, 50,000 tons; Hawaii, 45,000 tons; Philippines, 15,000 tons; Java, 45,000; Peru, 40,000 tons. Total, 155,000 tons against 189,000 tons last year.

Stocks in the United States and Cuba together of 468,815 tons, against 507,269 tons last week and 309,390 tons last year, an increase of 158,885 tons from last year.

Stock in Europe, 1,265,000 tons, against 1,441,000 tons last year. Total stock of Europe and America, 1,733,815 tons, against 1,750,390 tons last year at the same uneven dates. The decrease of stock is 17,115 tons.

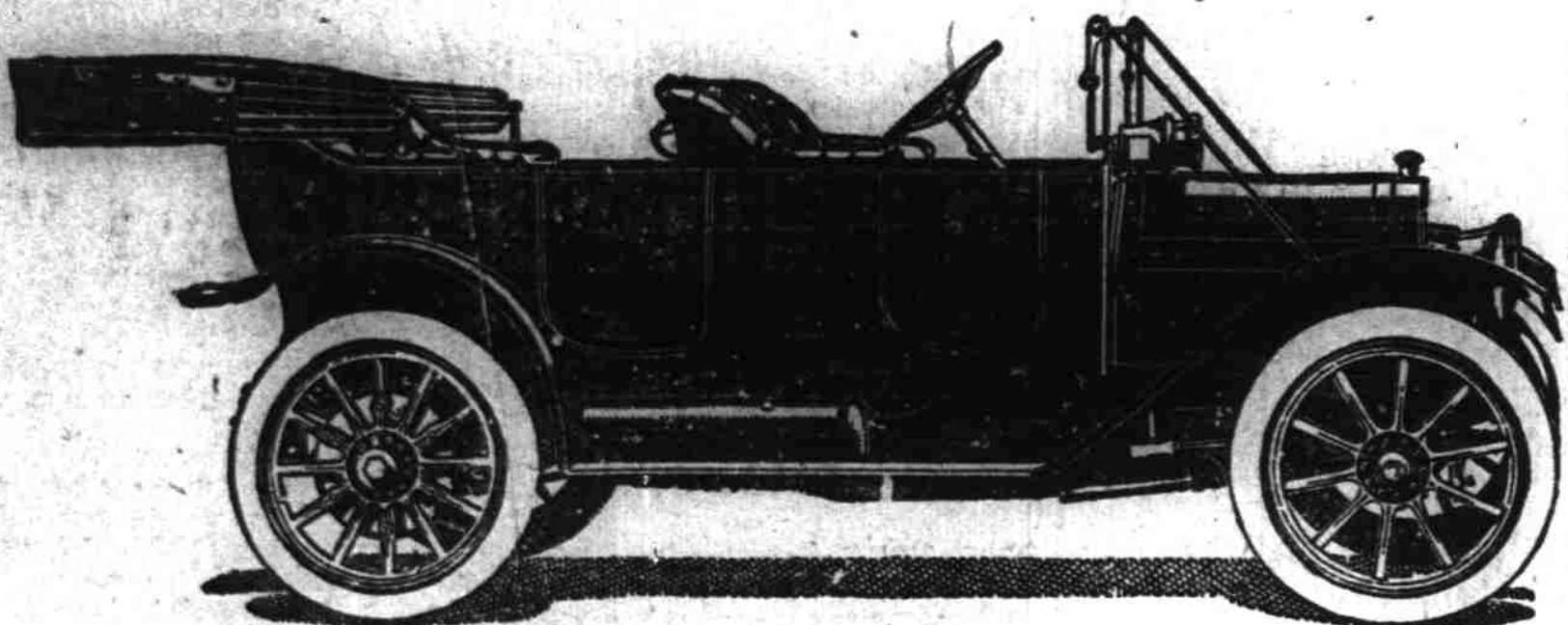
against a decrease of 19,248 tons last week. Total stocks and allocations together show a visible supply of 1,919,815 tons against 1,969,930 tons last year, or a decrease of 50,115 tons.

The same authority estimates the sugar crops of the world at 15,819,589 tons for 1911-12; against 16,992,793 tons for 1910-11, a decrease of 1,173,204 tons in the world's production.

"Well, well, well! I'm certainly glad I met you!" "I'm sorry, old man, but I gave my last dollar to my wife just before I left home."

The Judge—If I remember rightly, you came before me last week. The Prisoner—I remember right. If I didn't come — a policeman brought me.

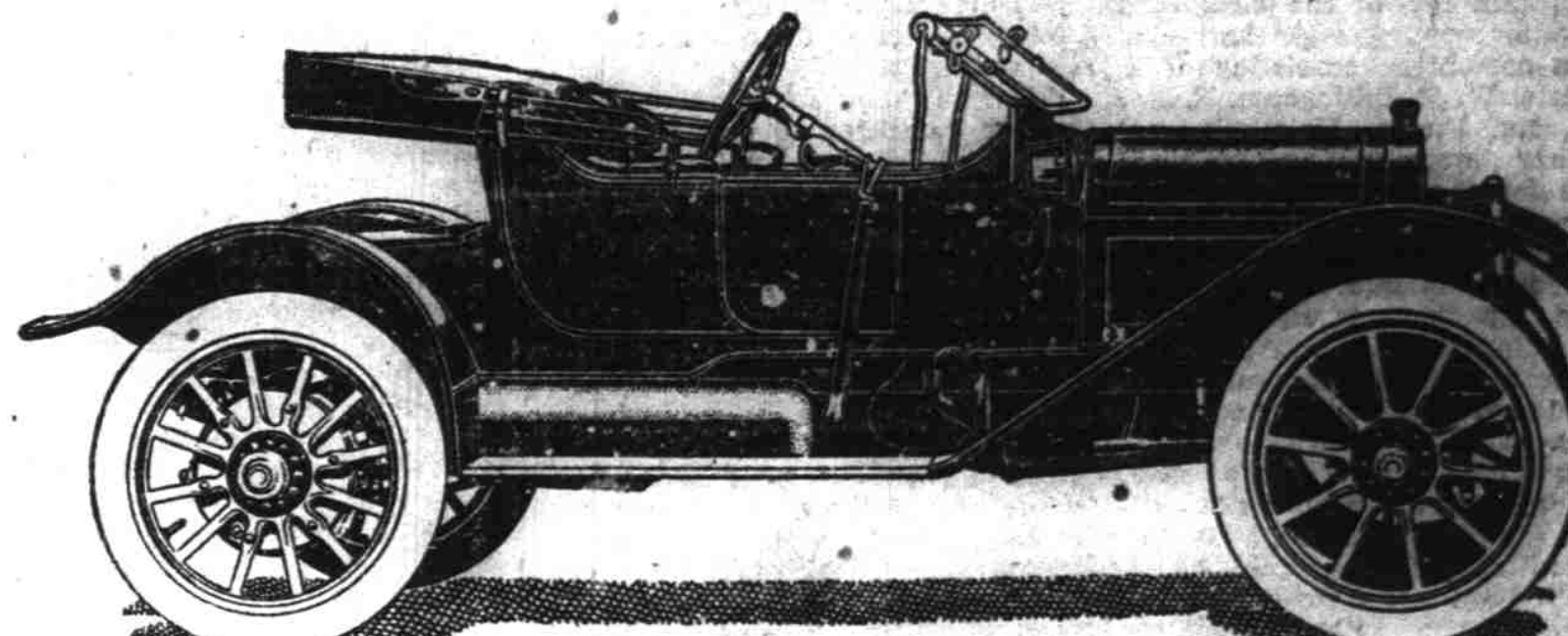
1913 Cadillac



Cadillac Touring Car

THE 1913 CADILLAC is the best car that the Cadillac Motor Car Company has ever manufactured. This statement is not based upon theory, but is made after a number of cars have been in use for some time, and subjected to the most severe tests which we have been capable of giving them, and have proven to our entire satisfaction that the foregoing is an absolute fact.

CADILLAC MOTOR CAR COMPANY



Cadillac Roadster

SPECIFICATIONS OF THE 1913 CADILLAC

CHASSIS:

Wheel base, 120 inches.
Frame is hung one inch lower than 1912.
Upper ends of front axle spindles equipped with Timken roller bearings to eliminate friction.
Rear side springs 4 inches longer than 1912.
Front springs have greater arch, permitting a greater spring action.

MOTOR:

Bore four and one-half inches, the same as 1912.
Stroke increased to five and three-fourths inches, greatly increasing power.
Size of crankshaft increased to 2 inches in diameter.
All main bearings and connecting rod bearings increased in size; length of rear main bearing 4 inches; length of other four main bearings two and seven-eighths inches each; connecting rod bearings two and one-half inches each.
Cam shaft and generator shaft operated from crank shaft by silent chains instead of gears, making the motor quieter.
Inlet and exhaust valves increased in diameter to two and one-eighth inches.
Valves and valve mechanism enclosed.
Magnetos spark automatically controlled by ring governor, making shifting of spark lever for change in road conditions unnecessary.
Carburetor similar to 1912, but improved. One adjustment only. Lubricator integral part of crank case. Holds one and one-half gallons of oil.

DELCO SYSTEM:

The Delco system has been simplified by the elimination of controlling switch and amperage hour meter. Motor generator operates both as generator and motor on six-volt current. This has been accomplished by using two windings and two commutators on the armature. One winding is for use when the motor generator is used as a generator, and the other winding for use when the motor generator is used as a motor.
Nine-cell battery used instead of the twelve-cell battery.
There is a voltage regulator to regulate the rate of charge to the storage battery, and the voltage to the lights. With the voltage regulator the charging rate of the battery depends entirely upon the condition the battery is in. A fully discharged battery is charged at a high rate, and the charging rate decreases as the battery reaches its full charged condition.
Switch on dash of improved design; locked with Yale lock.

RADIATOR:

Efficiency of radiator increased.

HOOD:

Made with vanes in hood sides to increase efficiency of cooling system. Hood fasteners of improved design. Hood held in place by spring tension.

FENDERS:

Front fenders follow lines of wheels, on rear side meeting front ends of running boards nearly horizontally.
Rear fenders follow lines of wheels.

BRAKE AND CONTROL LEVERS:

Design changed slightly; both levers inside of body.

BODIES:

Improved body designs. Bodies of the following types will be used: touring, torpedo, roadster, six passenger, limousine and coupe. A four-passenger phaeton type of body is being designed at the present time, and may possibly be added to the above list.
Switch for operating lights and magnetic latch in a more convenient position.

LAMPS:

Electric lamps similar in design to 1912. Wires for side lights concealed in lamp brackets.

WHEEL AND TIRES:

36x4 1/2 wheels and tires will be standard equipment.

STANDARD EQUIPMENT:

Mohair top.
Wind shield designed so that lower portion may be tilted in toward driver, affording ventilation, and with rain vision.
Detachable rim.
Warner speedometer.
Hans gasoline gauge.
Full foot rail in tonneau.
Rope rail.
Tool kit.

PRICE OF CAR:

Touring, torpedo and roadster, with standard equipment listed above, f. o. b. factory, \$1975.00.
Coupe, f. o. b. factory, 2500.00.
Limousine, f. o. b. factory, 2250.00.
We shall build a six-passenger car on the standard chassis. The price has not been decided upon up to the present time. If a four-passenger phaeton is built it will list for \$1975.00 fully equipped.

The von Hamm-Young Company, Limited, Agents